

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES NO. 5377

二月三十日

TUESDAY, FEBRUARY 5, 1907.

800 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 21,000,000
CAPITAL UNCALLED 3,000,000
RESERVE FUND 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies,

TOKIO. HONOLULU. HONSHU.
NAGASAKI. SHANGHAI. NEWHWANG.
LYONS. MURDEN.
SAN FRANCISCO. PORT ARTHUR.
BOMBAY. CHEFOO.
TIEN TSIN. DALNY.
PEKING. KOBE.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of a per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months 5 per cent.

" " 4 "

" " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-HOLDERS.....\$800,000

RESERVE FUND.....\$75,000

INTEREST ALLOWED ON CURRENT ACCOUNT:

At the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" " 6 "

" " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$3,250,000

RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

London Office: THREADNEEDELL HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:-

For 12 months 4% per cent. per annum.

" " 6 "

" " 3 "

No. 9, Queen's Road Central, Hongkong.

CHAS. R. SCOTT,
Manager.

Hongkong, 2nd January, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000. (\$5,750,000).

RESERVE FUND FL. 5,000,000. (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarung, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Padja (Acheen), Telok-Semawa (Acheen), Bandjernasir.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [19]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GATE, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906. [20]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI.....{ DELHI.....{ About 6th Freight and
Capt. J. D. Andrews, R.N.R. } Passage.

LONDON, &c., via usual Ports { DELTA.....{ 9th Feb. See Special
of Call.....{ Capt. C. L. Daniels.....{ Noon. Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1907. [21]

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Chinkiang, Tientsin, Newchwang, Foochow, Keelung, Chinkiang, Yokohama, Nagoya, Osaka, Malausia, Kure, Shimabasaki, Matsue, Wakamatsu, Karatsu, Nagasaki, Kochi, Sasebo, Milie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.R.G. and A.L. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works' Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamada, Manoura, Onoura, Otsuji, Sasahara, Tsukuburo, Yoshio, Yunokihara and other Coals.

M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LTD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [23]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR THE RACES! JUST ARRIVED!!

A Choice Selection of EXQUISITELY TRIMMED MILLINERY, DRESSES and GOWNS, &c., &c., direct from the "Avenue de la Paix," Paris.

PRICES TO SUIT EVERYONE.

Hongkong, 5th February, 1907. [23]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 15th March, 1906. [26]

VICTORIA HOTEL, SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRIC LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HÔTEL at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1906. [27]

GREENLEES BROTHERS'

CLAYMORE RARE OLD SCOTCH WHISKY,

\$15.00 per Dozen.

VERY SPECIAL BLEND SCOTCH WHISKY,

\$12.00 per Dozen.

PAUL-OLIVET

ROYAL SILLERY DRY SPARKLING CHAMPAGNE,

\$10.00 per Glass 24 Pints.

SOLE AGENTS—

A. CHAZALON & CO.,

6, Queen's Road Central.

Hongkong, 1st February, 1907. [28]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,358 "	W. A. Valentine.
" " "PATSHAN,"	2,260 "	R. D. Thomas.
" " "KINSHAN,"	1,995 "	J. J. Losseus.
" " "HEUNGSHAN,"	1,993 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 1 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain T. Hamlin.
" " "SUI-TAI,"	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.

Departures from Macao to Hongkong on week days at 8 A.M. and 3 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain E. H. Grainger.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. (P.A.N.V. LTD.)

CANTON-WUCHOW LINE.

S.S. "SAIMAM,"	1,688 tons	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half February	JAVA PORTS	First half February
TJILATJAP...	JAPAN	First half February	JAVA PORTS	First half April
TJIMAH1....	JAVA	First half February	JAPAN	First half February
TJIPANAS ...	JAVA	First half March	JAPAN	First half March
TJIBODAS ...	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 30th January, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$50

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

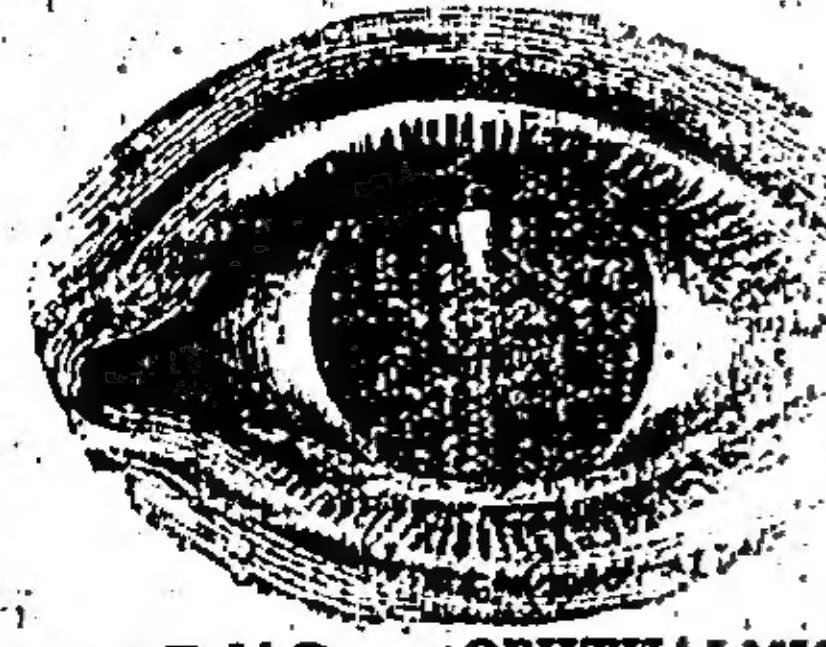
BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.

HONGKONG.

Hongkong, 6th October, 1906.



N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground, All kinds of Repairs. Spectacles for all requirements.

Ack, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, NANKING ROAD

Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. GHAUN,	TSUN TING.
THE LATEST METHOD	LATEST METHODS OF DENTISTRY.
of the	STUDIO AT NO. 14, DAUQUA STREET.
AMERICAN SYSTEM OF DENTISTRY,	REASONABLE FEES.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st July, 1905.

Consultation Free.

Hongkong, 20th July, 1904.

[14]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUK, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIQ PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATE.

GNEISENAU WEDNESDAY, 13th February.

PREUSSEN WEDNESDAY, 27th February.

PRINZESS ALICE WEDNESDAY, 13th March.

PRINZ LUDWIG WEDNESDAY, 27th March.

ZITTEN WEDNESDAY, 10th April.

PRINZ REGENT LUFTPOLD WEDNESDAY, 24th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.

BAVERN WEDNESDAY, 22nd May.

PRINZ HEINRICH WEDNESDAY, 5th June.

SCHARNHORST WEDNESDAY, 19th June.

ROON WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamer GNEISENAU, Captain G. Böle, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA & GIBRALTAR ... £6. o. o. £4. o. o. £2. o. o.

Return 91. o. o. 63. o. o. 33. o. o.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ... £5. o. o. 44. o. o. 24. o. o.

Return 97. o. o. 66. o. o. 36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR ... £4. o. o. 14. o. o. 26. o. o.

Return 115. o. o. 79. o. o. 47. o. o.

VIA BREMEN OR SOUTHAMPTON £5. o. o. 46. o. o. 27. o. o.

Return 123. o. o. 83. o. o. 49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey by rail or steamer is however not included.

INTERUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Vicenza.

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 30th January, 1907.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

FOR THE
RACES.

SMART
COSTUMES,

Light Tweeds,
Cream Serges, &c.

COATS,
Cream Alpaca
and Serge,
Tussore Silk, &c.

MILLINERY,
The very Latest
from
LONDON & PARIS.

OSTRICH
FEATHER
BOAS,
White, Grey, Black.

DAINTY
BLOUSES.

GLOVES,
FOOTWEAR,
SUNSHADES,
&c., &c., &c.

MODERATE PRICES.

Wm. POWELL, Ltd.
HONGKONG.
Hongkong, 31st January, 1907.

Intimation.

Messrs. K. A. J. CHO
TIRMALL & CO.,
64, QUEEN'S ROAD CENTRAL,
LATE NO. 8, D'AGUILAR STREET.

A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.

ALSO
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.
INDIAN RUGS.
AND ALSO
A VARIETY OF
SILKS.

Hongkong, 23rd January, 1907.
[143]

PUBLIC HOLIDAY.

IN accordance with Government Notification No. 78 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW, the 6th instant.
Hongkong, 5th February, 1907. [190]

NOTICE.

WITH reference to the visit of H.R.H. THE DUKE OF CONNAUGHT, Notice is hereby given that Tickets for Admission to the Stands erected in the Connaught Road, and those erected in the Square to view the UNVEILING CEREMONY may be obtained on application to the Undersigned.

It is requested that people intending to occupy Verandahs which command a view of the Ceremonies will not apply for Tickets as if they obtain Tickets and do not occupy the Seats allotted, others who may wish to be on the spot may thereby be debarred from right of attendance.

Tickets for Chinese have been handed to the Chinese Reception Sub-Committee.
By Order,
T. F. HOUGH,
Hon. Secretary,
Reception Committee.
Hongkong, 2nd February, 1907. [191]

NOTICE.

VISIT OF H. R. H. THE DUKE OF CONNAUGHT.

ALL TICKETS for Admission to the STANDS having been issued there are NO MORE AVAILABLE.

By Order,
T. F. HOUGH,
Hon. Secretary.
Hongkong, 4th February, 1907. [199]

NOTICE.

WITH reference to the visit of H. R. H. THE DUKE OF CONNAUGHT, notice is hereby given that TRAFFIC WILL BE ENTIRELY SUSPENDED along the route from GOVERNMENT HOUSE to the SQUARE, and all entrances to the SQUARE BLOCKED, at 11 A.M. TO-MORROW, the 6th instant. Spectators of the Unveiling Ceremony are accordingly warned to be in their seats before that hour.

F. J. BADELEY,
Capt. Supt. of Police.
Hongkong, 5th February, 1907. [198]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [55]

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, bags most respectfully to APPEAL to the Residents of Hongkong and the Coast Poni, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuff and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Cotton Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1897.

A GRIM TRAGEDY OF
LABRADOR

FAMILY DEVOURED BY ESKIMO DOGS.

That good old bather with ice and icicles the Harmony, is back in the London docks again, having provisioned the Moravian mission stations on the coast of bleak Labrador.

Much of her early work was done as the Lorna Doone. Then, under command of the late Capt. Wiggins, she traded in those almost inaccessible seas with separate Northern Russie from the Pole. In her time she had carried fortunes in skins, oils, and minerals.

Through stress of weather she missed getting her crew back in time for Christmas in the old country, and yesterday she lay, fresh from her real Arctic experiences, in the semi-Arctic regions of dockland. The steel ice-cutters which still protected the bows of the famous old ship made our weather look more formidable than it actually was—yesterday.

FOODSTUFFS AND BRIDES.

The Harmony combines romance with business. In addition to the tons of foodstuffs she took out to the missionary stations, she carried two prospective brides. One of them found all happiness awaiting her; the other, on her arrival at Okkak, was discovered to be so affected by pulmonary trouble that it was considered desirable to land her and leave her under medical treatment before the ship went on to Killipuk, the new missionary station on the northern coast of Labrador, where the bridegroom was awaiting her.

The disappointed lover must have endured an anxious vigil before learning that she had left the ship. The Harmony hove in sight of Killipuk, and then found her way to the harbour barred by ice. For 14 days she battled with the floes, scarcely able to make any headway, before she was able to communicate with the shores, and then another 18 days passed ere the vessel could discharge her cargo.

PURSUING LIEUT. PEARY.

One exciting incident of her round of the missionary stations was the pursuit of the Roosevelt, the ship in which Lieut. Peary has reached "Farthest North." When the Harmony touched at Killipuk on the return trip, a cloud of smoke, no bigger than a man's hand, raised the curiosity of the crew, and on getting to shore they learned that Peary has just left on his way back to civilization. He had been supplied with provisions from the missionary station, and was evidently in a bad way, so the Harmony, aided by her auxiliary steamer, chased the explorer to Hopedale, trusting to be of some assistance to him.

Here, again, the smoke of the funnel of the Arctic ship silhouetted the horizon as the Harmony came up, and though the pursuit was continued to St. John's, Newfoundland, Lieut. Peary contrived to keep a port ahead of his would-be friends.

A CRUELOME TRAGEDY.

In addition to a most valuable cargo of furs, oils, and other products of Labrador which the Harmony has brought into London Dock, she is the bearer of details of a most horrible tragedy amongst the Labrador settlers.

To attend the Easter festivities at the Hopedale station about 14 settlers and members of their families set out from Davis Inlet. Each party had its own sledges and dogs to cover the 20-mile journey. Some distance out they were enveloped in a terrible blizzard. Only 11 parties got safely through to take part in the services.

Of the others it was ascertained that a family named Lane, unable to face the storm, any longer, took shelter in a wood. Here a tent was erected, and Lane, one of the oldest settlers in the island, and his family, awaited the cessation of the tempest. The rest of the story has to be reconstituted from circumstantial evidence.

After a few days Lane's dogs turned up at Davis Inlet blood-stained and gorged. It is the unwritten law that any of these savage Esquimaux dogs which has tasted human blood must die, and suspicious were so overwhelming against Lane's pack that one was killed, and a man's ear was found in his stomach! The rest were promptly slaughtered.

THE SEQUEL.

Here the matter rested for the time. It was generally accepted that Lane and his companions had perished. Confirmation of the fact, however, and the horrible nature of their deaths was forthcoming last July, when some Newfoundland fisherman exploring the country around Davis Inlet came upon the tent stretched in the wood and some gnawed human remains in it.

An almost similar tragedy occurred within sight of the Aebron missionary station. A woman slipped and fell to the ground and was killed by her sledge dogs before helpers could arrive to beat them off. One of these vicious Esquimaux dogs was brought home on board the Harmony.

Amongst the passengers on the missionary supply ship was Prof. Bernhardi Hautzsch who was charged by the King of Saxony with a mission to study bird life in Labrador. He has brought back with him 48 specimens that are believed to be new to European scientists. CANADA'S ASPIRATIONS.

One of the things that have impressed those who accompanied this latest trip to bleak Labrador is the effort made by Canada to get a foothold in the island of Killipuk. Last year the Newfoundland flag was formally planted there by Sir William Macgregor, but the adventurer, a vessel chartered by the Canadian Government, has also paid a visit and landed 50 tons of coal, it is alleged for the Arctic's vessel that took part in the South Pole Expedition, but which had not arrived up to the time the Harmony left, and was not expected.

This little attention is regarded locally as a prelude to Canada claiming rights over the islands. It is an important piece of political news which is not without value now that the external relations of Newfoundland are a matter of diplomatic interest.—Morning Leader.

WHAT IS DRIBBLEY?

THE NEW ACT AND ITS PROVISIONS.

Parliament, last session, prepared for the nation a New Year's gift in the shape of a new crime. This new crime is set out in the Prevention of Corruption Act, 1906, which is appointed to come into operation to-day (1st Jan.).

Judges, chambers of commerce, and manufacturers who desire to conduct business on strictly honest lines have for the past ten years been imploring the Government of the day to pass the measure which has at last become law. For bribes and secret commission are held to have been making honest trading more and more difficult. The Chamber of Commerce declared some years ago, after full inquiry, that "secret commissions in various forms are prevalent in almost all trades and professions."

The London Chamber of Commerce, conducting an investigation on its own account, found that architects, engineers, lawyers, chemists, doctors, undertakers, stewards, foremen, and workmen and clerks in every kind and sort of trade and industry, and servants employed by hospitals, work-houses, and other institutions were all tarred with the same brush.

ENERGETIC MEASURES.

One body of men, however, can decidedly claim that an improved state of things now exists. The Bishop of London, speaking on Lord Russell of Killowen's Bill on the subject of commercial corruption, which was before the House of Lords, in 1897, reminded his audience that there had been a time when the occupants of the Judicial Bench received gratuities from the parties before them. As, however, they took from both sides, and then tried the case upon its merits, he supposed that little harm was done. One trembles to contemplate the probable fate of the man who tried to bribe an English judge at the present day.

The new Act deals with the growing evil of commercial corruption in a very drastic way. Henceforth, if any person employed, by or acting for another—that is to say, any agent—"corruptly accept or obtains, or agrees to accept or attempt to obtain, from any person, for himself or for any other person, any gift or consideration as an inducement or reward for doing or forbearing to do, or for having after the passing of this Act done or forbore to do, any act in relation to his principal's affairs or business, or for showing or forbearing to show favour or disfavour to any person in relation to his principal's affairs or business," he will render himself liable to imprisonment up to two years, or a fine up to £500.

Also, the Act metes out equal punishment to him that gives as well as to him that takes such a "gift or consideration."

NO SECRET COMMISSIONS.

Being translated, this provision means that bribes and secret commissions given or taken in the course of business are henceforth illegal and punishable as criminal offences. Sometimes, again, a false receipt is made out, the difference between the amount there shown and the real sum being diverted into the pockets of the agent by way of a bribe. This particular form of dishonesty, also, is rendered punishable by the new Act.

Henceforth, therefore, it will be a criminal offence for an enterprising but unscrupulous firm to try to cut out an honest rival by bribing the manager or foreman of the latter's customer to find fault with the materials supplied. The buyer, also, who demands a secret commission as the price of orders from his firm will in future do so at his peril. The butler and the cook and the steward, again, will have to be careful lest they find themselves in the dock by the side of the tradesman who paid them a commission and supplies the household with goods deficient in quantity or quality at a first-class price. It is even possible that to give a railway guard a shilling to put a third-class passenger into a first-class compartment would be an offence under the Act.

TIPPING NOT CORRUPT.

To give a porter or a waiter a tip, however, is still quite legitimate; and bankers, solicitors, insurance agents, and others, part of whose remuneration is paid by commission, are also safe enough; for none of these transactions are corrupt in the sense of the Act. It is only the transaction that is "corruptly" entered into that is punishable. In other words, there must be a dishonest motive.

The Act is careful to make provision against the machinery of the criminal law being put into motion for an insufficient reason. It is accordingly made a necessary preliminary to the institution of a prosecution for an offence under the Act that the sanction of the Attorney-General or the Solicitor-General shall be obtained.

The Prevention of Corruption Act, 1906, will come as a boon and a blessing to all who are concerned in any branch of commerce or industry where delegation of authority is necessary.

THE SEQUEL.

Here the matter rested for the time. It was

generally accepted that Lane and his compa-

nions had perished. Confirmation of the

fact, however, and the horrible nature of their

deaths was forthcoming last July, when some

Newfoundland fisherman exploring the country

around Davis Inlet came upon the tent stretched

Intimation.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anæmia. But words change no facts. There are thousands of girls of this kind, everywhere, between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Also, how many break down at this critical period, the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOL'S PREPARATION.

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anæmia, Scrofula, Rickets, and Bone and Blood disease, nothing equals it; its tonic qualities are of the highest order.

A Medical Institution says: "We have used your preparation in treating children for coughs, colds, and inflammation, and its application has never failed us in any case, even the most aggravated, bordering on onanapenia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medical triumph of our time. "There is no doubt about it." Sold by chemists.

IMMEDIATELY the spacious premises on

the Ground Floor of No. 2 PEDDER STREET, at present occupied by Messrs. HARRIS KEENEY CO., LTD.

Apply to—

GILMAN & Co.

Hongkong, 22nd January, 1907. [150]

TO LET.

IN AUSTIN AVENUE, KOWLOON,
Nos. 2, 7, and 12.
From 1st March, 1907.

Apply to—

COMPRODRE DEPARTMENT,

H. D. SASSOON & Co.

Hongkong, 31st January, 1907. [161]

TO LET.

NO. 6 PEDDAR'S HILL, comprising of
5 Rooms with Out-houses, occupation
from 1st proximo.

GROUND FLOOR of No. 4, DES VREUX
ROAD including a Strong Room and Servant
Quarter.

ROOMS on Second Floor of Victoria Building,
No. 5, QUEEN'S ROAD CENTRAL.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th February, 1907. [162]

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.
Apply to—

HONGKONG & KOWLO

Intimation.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

**C. G. SANDEMAN
SONS & CO.**

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$1.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

was presented to the Diet, reference was made to the progress which resulted from the nationalisation of the railways, in so far as internal communications were concerned, but regret was expressed that nothing had been done for the harbour of the kingdom. The memorial went on to say that the competition between Japanese and foreign shipping is growing daily more severe, while an important event in regard to international communications is at hand in the completion of the Panama Canal. The improvement of Japan's harbours is, consequently, it was urged, a matter of great urgency. At its last session the Diet passed a resolution for the construction of harbour works at Yokohama. With regard to Kobe, however, only Y3,600,000 was voted for the connection of the communications, on land and sea. That vote was welcomed as the harbinger of more extensive arrangements, but the time has come when Kobe, in view of its importance, claims its right to receive further favours. At present, there is a tendency to concentrate the harbour accommodation for large vessels at certain representative harbours. The whole East, in fact, the memorial declares, requires one central harbour of universal use, and both from geographical position and considerations of general convenience, that central harbour should be in Japan. Of the Japanese harbours, no one will deny that Kobe is the most favourably situated for occupying this position. Kobe Harbour consequently requires to be so equipped as to be placed among the greatest harbours in the world. The idea that Kobe shall become the great central emporium of the maritime trade in the Far East is somewhat far-fetched, especially when it is remembered that the Japanese port is not yet within measurable distance of being a terminus for international shipping. After the original idea of devoting three and a half million yen for the purpose of developing the resources of the port had been submitted, an investigation took place on the subject of the present facilities afforded at Kobe, and it was finally decided to set aside thirteen million yen for the construction of extensive reproductive works. But the cost will be spread over several years; the proposal being to expend four hundred thousand yen this year, while the improvements will proceed until the scheme as now adopted has been completed. Even then, it is believed in Kobe that the accommodation for the shipping trade will not be adequate for the increased facilities required, but on the principle that half a loaf is better than no bread the authorities at Kobe have expressed their acquiescence in the proposals of the Imperial Government. Indeed, to indicate the enthusiasm of the people in the new scheme, it is stated that Kobe will undertake to be responsible for one-third of the total expenditure, which will certainly impose a heavy burden on the residents. It will thus be seen that the Japanese Government propose to divert an amount for harbour extensions practically equal to the sum which has been earmarked for similar purposes in Singapore. Whether they will succeed in elevating Kobe to the leading position in the shipping traffic of the Orient is another question. Manila, it must be remembered, is making a bold bid for the Pacific trade and will, in the near future, employ greater exertions to become a recognised factor in this direction. It is futile to prophesy, but if Hongkong maintains her supremacy as the distributing centre for South China we fancy there need be little need to fear any loss of prestige by the advent of a new rival in the North.

BIRTHS.

On January 15, at Shanghai, the wife of M. KONKOF, of a son.

On January 25, at Shanghai, the wife of A. J. BEGLEY, Indo-China Steam Navigation Company, of a daughter.

MARRIAGE.

On January 31, at 4 p.m., at Shanghai, Mr. A. ROSENBERG and Miss ORPHEA LA DONA DEAVITT.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 5, 1907.

KOBE'S MARITIME AMBITIONS.

During the past few years, the majority of the seaports in the Far East have been engaged in considering the advisability of extending their harbour and docking facilities with the object of attracting a larger share of the mercantile marine trade and meeting the requirements of the moment. To a certain extent the question of improving harbour conditions has arisen through the vastly increased tonnage of merchant vessels plying in the East, but it has also come to the fore through the perfectly laudable desire to aggrandise the various ports in the Far East. In the Straits Settlements several schemes are in progress whose sole and avowed aim is to secure additional custom, the largest proposition being that which was adopted by the Straits Government for the benefit of Singapore. In Hongkong there will shortly be completed a variety of schemes which should afford enhanced opportunities for the discharging, loading and docking of vessels, but in this case private enterprise has been the main if not the only factor in the construction of these reproductive works. Now, it appears that the authorities at Kobe have succeeded in inducing the Japanese Government to assist in the furtherance of a proposal for the building of new quays, which will have the effect of reducing the shipping charges and promoting trade in general. In a memorial which

was presented to the Diet, reference was made to the progress which resulted from the nationalisation of the railways, in so far as internal communications were concerned, but regret was expressed that nothing had been done for the harbour of the kingdom. The memorial went on to say that the competition between Japanese and foreign shipping is growing daily more severe, while an important event in regard to international communications is at hand in the completion of the Panama Canal. The improvement of Japan's harbours is, consequently, it was urged, a matter of great urgency. At its last session the Diet passed a resolution for the construction of harbour works at Yokohama. With regard to Kobe, however, only Y3,600,000 was voted for the connection of the communications, on land and sea. That vote was welcomed as the harbinger of more extensive arrangements, but the time has come when Kobe, in view of its importance, claims its right to receive further favours. At present, there is a tendency to concentrate the harbour accommodation for large vessels at certain representative harbours. The whole East, in fact, the memorial declares, requires one central harbour of universal use, and both from geographical position and considerations of general convenience, that central harbour should be in Japan. Of the Japanese harbours, no one will deny that Kobe is the most favourably situated for occupying this position. Kobe Harbour consequently requires to be so equipped as to be placed among the greatest harbours in the world. The idea that Kobe shall become the great central emporium of the maritime trade in the Far East is somewhat far-fetched, especially when it is remembered that the Japanese port is not yet within measurable distance of being a terminus for international shipping. After the original idea of devoting three and a half million yen for the purpose of developing the resources of the port had been submitted, an investigation took place on the subject of the present facilities afforded at Kobe, and it was finally decided to set aside thirteen million yen for the construction of extensive reproductive works. But the cost will be spread over several years; the proposal being to expend four hundred thousand yen this year, while the improvements will proceed until the scheme as now adopted has been completed. Even then, it is believed in Kobe that the accommodation for the shipping trade will not be adequate for the increased facilities required, but on the principle that half a loaf is better than no bread the authorities at Kobe have expressed their acquiescence in the proposals of the Imperial Government. Indeed, to indicate the enthusiasm of the people in the new scheme, it is stated that Kobe will undertake to be responsible for one-third of the total expenditure, which will certainly impose a heavy burden on the residents. It will thus be seen that the Japanese Government propose to divert an amount for harbour extensions practically equal to the sum which has been earmarked for similar purposes in Singapore. Whether they will succeed in elevating Kobe to the leading position in the shipping traffic of the Orient is another question. Manila, it must be remembered, is making a bold bid for the Pacific trade and will, in the near future, employ greater exertions to become a recognised factor in this direction. It is futile to prophesy, but if Hongkong maintains her supremacy as the distributing centre for South China we fancy there need be little need to fear any loss of prestige by the advent of a new rival in the North.

THE dates of the two lectures to be delivered by Mr. A. E. Wright, F.S.I., on sanitary building construction which were to have taken place on Wednesdays, 6th and 13th, have been altered to Thursday, 7th, and Tuesday, 12th.

LADIES AND GENTLEMEN attending the Reception at Government House on Wednesday, the 6th February, at 10 p.m., in honour of T. R. H. the Duke and Duchess of Connaught, are requested to bring two visiting cards to be handed to the Chinese new year holidays.

Government House, 4th February, 1907.

THE 10th Cavalry will leave the United States on the transport *Dix* to relieve the 8th Cavalry, now in the Philippines. Information to the effect that the *Dix* would bring the first of the coloured regiments of Cavalry was received at Division Headquarters, Manila, on the 1st inst. The message stated that the regiment would bring with it so much of booty No arrests have been effected so far.

COUNTERFEITERS.

In Faifan on the 2nd instant through information received a house was raided and twenty-two persons were arrested on the charge of printing and issuing counterfeit bank notes.

We are informed that a private telegram has been received by the friends of Mr. A. J. Basto, Jr., in Hongkong, that gentleman has successfully passed his examinations on Criminal Law, in London. Mr. Basto, Jr., has been in London for the last two years qualifying himself for the Bar. He is a son of Mr. A. J. Basto, of Macao, and is in the Chinese Imperial Maritime Customs Service. Mr. Basto expects to pass his final examination in May next.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-third report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, on Saturday, the 6th inst., at noon, is as follows:

To the proprietors of the Hongkong and Shangha Banking Corporation.

Gentlemen.—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31 December, 1906.

The net profits for that period, including \$713,472.37, balance brought forward from last account, after paying all charges, deducting interest paid and making provision for bad and doubtful accounts, amount to \$1,433,102.68.

The directors recommend the transfer of \$750,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$1,000,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,668,102.68, out of which the directors recommend the payment of a dividend of one pound and fifteen shillings sterling per share, which at 4/6 will absorb \$372,422.32 and a bonus of one pound sterling per share, which at 4/6 will absorb \$355,155.55.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 2/3, the rate of the day, amounts to \$98,766.00.

The balance \$1,713,558.00 to be carried to new profit and loss account.

NEW CAPITAL.

After careful consideration your directors have decided that it is desirable to further increase the capital of the Bank from \$10,000,000 to \$12,000,000.

A circular will be issued to shareholders shortly, and later an extraordinary meeting of shareholders will be called to obtain your sanction to the scheme being carried out, when your directors will recommend the creation of 4,000 new shares of \$125 each payable at current rate of exchange, in the proportion of one new share to two old shares.

DIRECTORS.

Mr. G. H. Medhurst has been elected chairman for the year 1907 and the Hon. Mr. W. J. Gresson deputy chairman.

Mr. H. A. W. Jade having resigned his seat on leaving the Colony, Mr. G. Balloch has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. A. Haupt, Mr. R. Shaw and Mr. A. J. Raymond retire in rotation, but being eligible for re-election, offer themselves accordingly.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, who offer themselves for re-election.

A. HAUPT, Chairman.

Hongkong, 5th February, 1907.

CANTON DAY BY DAY.**THE LIBUT. TARTAR GENERAL.**

[From Our Own Correspondent.]

Canton, 4th February.

A telegram has been received yesterday by H.E. the Tartar General Shou from the newly appointed Lieutenant Tartar General Li Kuo Chi, stating that he is expected to arrive in Canton on the 10th instant to take up his new post.

JUVENILE SMOKING.

The Canton Bureau of Education, acting upon instructions from the Ministry of Education at Peking, has issued a proclamation forbidding all students of junior ages from smoking cigarettes. The proclamation set forth all the evil effects of juvenile cigarette smoking and orders all teachers of the different schools and colleges in the province to strenuously prohibit all junior students from the evil habit of cigarette smoking.

ATTEMPTED GAOL ESCAPES.

As the new building of the Namhoi gaol is in course of construction, the prisoners have been placed in custody in different places on the night of the 30th ultimo. Nine prisoners who have been sentenced to death and were kept in the Ng-Siu-Lau building, attempted to escape by climbing over the wall. Before they had accomplished their task, they were heard by the watchman. The usual alarm was at once raised and the nine prisoners were at once captured. The Namhoi magistrate reported the case to the Viceroy and by order of the latter the aforesaid criminals were executed on the 2nd instant. They should have been executed, but for the official seal having been closed, on the 1st instant.

POLICE UNIFORM.

The Police Department of Canton have indicated for long-eared uniforms for the force during the winter and have distributed these to the members of the force for the cold weather.

NEW YEAR HOLIDAYS.

The Superintendent of Customs has issued a notification that the Custom House will be closed for the transaction of business, and shipment and discharge of cargo will be suspended from the 12th to the 15th instant inclusive, being the Chinese new year holidays.

ROBBERS.

At present the robbers are active and are extra daring; they have even attacked official yamen. At the night of the 2nd instant some rascals entered the building of a petty official yamen in Ko Wah Lane, inside the city, by the roof, and made off with a quantity of booty. No arrests have been effected so far.

COUNTERFEITERS.

In Faifan on the 2nd instant through information received a house was raided and twenty-two persons were arrested on the charge of printing and issuing counterfeit bank notes.

ANOTHER number of *The Godown* made its appearance. It contains, among a great deal of reading matter that must be very unpleasant reading to many people, a very sympathetic reference to the late Mr. Frank Maitland, a kindly sketch, which we are glad to think is rather more truly reflective of the innate good feeling of the author than the remainder of the contents of the publication, and which cannot fail to be appreciated by all. Mr. Maitland's friends—*Shanghai Times*.

THE ROYAL VISIT.**SHIPPING COMMUNITY'S DEMONSTRATION.**

It is reported that the shipping community is preparing to give their Royal Highnesses the Duke and Duchess of Connaught and Princess Patricia a royal send-off when the party leaves by the night steamer for Canton. Most if not all the principal craft in the harbour will be illuminated for the occasion, and there will be a perfect fusilage of crackers, while the junks are expected to exhibit their characteristic Chinese lights. The Royal party leaves between 10 and 11 o'clock at night, and it is probable that special permission will be extended to the vessels which intend to make a demonstration in honour of the Royal visitors, to exhibit their feelings of good-will and friendship. As a matter of fact, it is anticipated that the necessary paraphernalia, such as crackers, Chinese lanterns, etc., will be distributed by the authorities to those who care to apply for them.

DOUBTLESS LAUNCHING AT KOWLOON.

STERE WHEELERS FOR TONKIN.

The launching which took place this afternoon at Kowloon of the light draft steam wheelers *Rubis* and *Saphir* practically completes the contract made between the Hongkong and Whampoa Dock Co., Ltd., and Mr. Roque, representing the Service Fluviale Subdivision, of Tonkin. The order was for four vessels.

The *Parle* went on her trial trip on the 28th ultimo, the *Embarde* took to the water during the latter part of January, thus leaving two more vessels to fill the order. The *Rubis* and the *Saphir*—the last two ships—are of the same size as the other ships. They are each 130 feet long, 24 feet broad and a depth moulded of five feet.

AMOY MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council, held at the Board Room, on the 15th January, 1907.

Present:—Messrs. F. B. Marshall (Chairman), C. A. V. Bowra, A. F. Gardiner, L. I. Thomas, W. H. Wallace, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

Application for 30 debentures were considered and received an allotment in full.

A report, as follows, is read from the Government Analyst at Hongkong, on the

TELEGRAMS.

[Reuter's.]

The King and Queen in Paris.
London, 3rd February.
As their Majesties are travelling incognito there was no official reception at the station on their arrival.

The United States and Japan.

Several American newspapers are printing the wildest articles on the prospects of war with Japan. It is alleged that Japan has practically presented an ultimatum.

The Washington officials condemn the revival of the war talk, which they say is utterly unwarranted.

Later.

Turkey.

Baron Marschall de Bieberstein, the German Ambassador in Constantinople, has been received in audience by the Sultan. The chief subject of conversation was the crimes of Fehim Pasha, and the result, the appointment by the Sultan of a special Commissioner to examine the charges against the Pasha.

Fehim Pasha has become an object of terror to everyone, and in the meantime parades the streets ostentatiously.

SANITARY BOARD.

The bi-monthly meeting of the Sanitary Board was held in the Board-room after noon, when the following business was transacted:

QUESTION OF CUBICLES.

An application was submitted to the Board by the tenant of No. 55, Connaught Road Central, to be allowed to retain three cubicles on the first floor of that house.

Hon. E. A. Hewitt minuted: If the house has been built after the passing of the new ordinance no hardship is entailed by the absence of cubicles; as the man was, presumably, well aware of the law at the time the plans were drawn up.

The Hon. Registrar General minuted: The cubicle question will never be settled so long as houses are allowed to be built which are uninhabitable by more than one family without partitions of some kind.

QUESTIONS BY MR. HUMPHREYS.

Pursuant to notice Mr. Humphreys asked: 1. Has the Medical Officer of Health ever recommended any Chinese houses, for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903? If so, why did he make such recommendation when (he now states he does not regard any domestic building as perfectly sanitary which is not provided with an open space exclusively belonging to such building?

To which the Medical Officer of Health replied: Dr. Clark has recommended one house for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903. This house is a small triangular building of two storeys, at the corner of Yee Wo Street, numbered 63, and can only legally accommodate not more than two persons on each storey. The reason given was that the house was so small, and Dr. Clark pointed out to the Board at the time that the best way to deal with the property would be for the owner to let No. 61 (which has a backyard), and No. 63 jointly as one dwelling, but that the board had no power to enforce this suggestion.

Mr. Humphreys then asked: 2. Has the Board (with the consent of the Governor in Council) ever granted Chinese houses total exemption under section 175 of the Public Health and Buildings Ordinance of 1903, upon the recommendation of the Medical Officer of Health?

The Medical Officer of Health replied: The Board has granted total exemption, under section 175, to 17 Chinese houses on the recommendation of Dr. Barnett, to 17 Chinese houses on the recommendation of Dr. Pearce, and to 79 Chinese houses on the recommendation of Dr. Macfarlane.

DAIRY FARMS.

A letter from the Secretary of the Dairy Farm Co., Ltd., was submitted to the Board, recommending that no future licences be granted for the establishment of dairies, which would be so established in the vicinity of dairies already operating, and requested the Board to bear this recommendation in mind in view of possible future applications for such licences.

FIRE NEAR THE MARKET.

ONE FLOOR GUTTED.

Shortly after eight o'clock this morning a fire broke out on the first floor of No. 21, Hing Loong Street, a two-storeyed building, west of the Central Market. The ground floor of the premises is used as a tinsmith's shop, the upper floor being occupied by a family, who were away at the time. The only person left to look after the house was the cook and he at eight o'clock this morning lit the stove before locking up the house to go to the market to purchase the day's provisions. It was during his absence, as we are informed, that the stove became overheated and the floor took fire. The alarm was given by the occupants of the ground floor and the fire brigade station being close at hand the engines were on the scene very promptly. The main door of the flat had to be destroyed before the firefighters could gain admittance. The flames then had a good hold on the premises. After a hard tussle the firemen were successful in confining the flames to the first floor, which was gutted, the ground being damaged only by water. The premises are reported to be uninsured and the amount of damage done is not known.

THE "SHILL" TRANSPORT AND TRADING CO., LTD.

SCHEME OF AMALGAMATION.

The report of the board of directors to the ordinary half-yearly meeting of shareholders, to be held at the Office of the Company, on Tuesday, the 12th inst., at noon, states:

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premium of insurance, repairs, balance of \$15,000 special repair account brought forward from last half-year, and all other outgoings, there remains, including \$5,464.97 carried forward from last account the sum of \$109,170.08 at credit of profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$30,000 be paid to shareholders, leaving a balance of \$20,170.08 to be carried forward to new account.

The disastrous typhoon of September caused the stranding of five steamers of the Company's fleet, with paralyzing effects to the service, which were further accentuated by the burning of the China Navigation Co., Ltd., steamer *Hankow* on the 13th October.

The financial loss to the Company has been very heavy although 70% of the book values of the vessels were covered by insurance. The cost of all repairs by typhoon damage and otherwise, including cost of salvage of the steamers *Hengshan*, has been defrayed out of the earnings of the half year, except the cost of repairs to *Hengshan* which only being completed at end of January will be chargeable to the first half year of 1907.

Immediately following the 18th September there was a shortage of tonnage on the river, but since then the competition has been as rifle as ever, and Chinese freights have ruled very low.

The Pool Agreement with the China Navigation Co., Ltd., expired at the end of last year, and, while renewing it, your directors entered into an agreement with that Company to dispose of our 1/3 share in the steamer *Fathian* to them on the basis of a total valuation of £15,000 which came into effect on the 1st December. This sale leaves a small profit to us on book value, as you will see in the accounts. It was also agreed that the China Navigation Co., Ltd., should purchase from us a 1/6 share in the a.s. *Powam* in order that she may be jointly worked as a spare boat or freighter, and that she should be replaced in the pool working on the Canton Line by the Company's steamer *Hengshan*.

The Pool Agreement between the China Navigation Company and ourselves extending over a period of 10 years has now been signed and executed. The transfer of 1/3 share in the steamer *Powam* has been made and will appear in the account of the first six months in 1907.

In order to replace the steamer *Hengshan* on the Macao Line, and recognizing the necessity of two smaller and more economical vessels for the trade, your directors purchased from the Hamburg-Amerika Line the two river steamers *Sul-An* and *Sul-Tat*. They have been running on the line since the 11th instant and are working very satisfactorily. These changes have been decided on after very careful consideration on the part of your Board and in the best interests of your Company.

The working of the West River Service continues to be unprofitable and your directors in agreement with other joint owners decided to sell the stranded steamer *Tak-Hing*. The loss on her book value of our 1/3 share amounts to \$14,105.39; but we hope to recover the sum of \$2,466.66 for estimated cost of repairs and salvage from Underwriters.

Mr. E. R. Fuhrmann resigned his seat at the Board upon leaving the Colony, and Mr. C. Thiel was nominated by the directors to fill the vacancy subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A. O'D. Gourdin and W. Hutton Potts also offer themselves for re-election.

E. GOETZ,
Chairman,

Hongkong, 28th January, 1907.

BALANCE SHEET.

Assets.

Dec. 31, 1906.	
Value of steamers <i>Honam</i> , <i>Powam</i> , <i>Hengshan</i> , <i>Sul-An</i> , <i>Sul-Tat</i> , <i>Jungshan</i> (hsia of <i>Kinszen</i> , <i>Lintao</i> , and <i>Sundal</i>)	\$1,149,800.00
Value of lighters <i>Sunlee</i> and <i>Wolfe</i>	8,000.00
Value of wharves, hulls and moorings	71,310.00
Value of properties at Canton, Wuchow and Kungkung	131,246.77
Value of spare gear and stores	16,269.37
Value of furniture	14,000.00
Value of shares in public companies	571,748.00
Value of Chinese bonds	693.18
Loans on mortgage	486,000.00
Interest accrued	2,457.92
Sundry debtors	56,922.01
Hongkong and Shanghai Banking Corporation current account	51,602.62
	525,943.87

Liabilities.

Dec. 31, 1906.	
Amount of capital, 80,000 shares of \$1 each fully paid up	\$1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	114,224.63
Hongkong and Shanghai Banking Corporation, long account	250,000.00
Unclaimed dividends	6,979.00
Sundry creditors	28,126.16
Amount at credit of profit and loss a/c	100,170.08
	\$2,549,439.87

PROFIT AND LOSS ACCOUNT.

Dr.

Dec. 31st, 1906.

To Repairs to steamers, etc., account brought forward from last a/c \$15,000.00

Amount paid for repairs to steamers

[Continued on page 6.]

To Company's properties of leased in connection with the stranding of *s.s. Fathian*, *Kinszen*, *Hengshan*, *Ling-shan* and raising and repairing lighter *Wu-Lo* 49,491.19

Difference between book value and price realized for company's 1/3 share in a.s. *Tak-Hing* 14,105.39

Less amount recoverable from underwriters 2,466.66

Electric light installation a.s. *Hengshan* 11,638.73

Directors and auditors' fees 4,000.00

Dividend of \$1 per share on 80,000 shares \$80,000.00

Amount to be carried forward to new a/c 100,170.08

\$188,999.07

Cr. Dec. 31, 1906.

By Amount brought forward from last account \$5,164.07

Net earnings of steamers 130,317.35

Interest on investments 39,223.43

Transfer fees 44.00

Difference between book value and price realized for company's 1/3 share of steamer *Fathian* 7,049.31

\$188,999.07

DEPRECIATION AND INSURANCE FUND.

Dr.

December 31st, 1906.

To balance \$600,000.00

Cr. June 30th, 1906.

By balance \$600,000.00

\$600,000.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

December 31st, 1906.

To balance \$250,000.00

\$250,000.00

Cr. June 30th, 1906.

By balance \$250,000.00

\$250,000.00

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

1 p.m.

Buyers:—National Banks \$51, Union Insurances \$800, China Fires \$561, Shell Transports 31/6, Hongkong Hotels \$121, Cements \$212, Ices \$20, Powells \$7.

Sellers:—Hongkong Banks \$25, Canton Insurances \$195, China and Manilas \$21, Douglases \$36, China Sugars \$131, Raubs \$81, Hongkong Docks \$143, Kowloon Wharves \$95, Hongkong Cottons \$14, China Borneo \$10, Electrics \$16, Poles \$21, China Lights \$91, A. S. Watsons \$12.

Sales:—Macao Steamboats \$30, Hongkong Docks \$143, Cements \$214.

Nominal:—Hongkong Fires \$375, Indo-Chinas \$87, Shanghai Docks \$107, Hongkong Wharves \$124, 233, Hongkong Lands \$107, West Points \$50, Humphreys Estates \$12, China Providents \$8.70, Dairy Farms \$16, Tramways \$25.

TERMS:—As usual.

F. KIENE,
Auctioneer,
Telephone No. 574.

Hongkong, 5th February, 1907.

[29]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Clai will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 p.m.

No Fire Insurance has been effected.

Owing to a fire having occurred on this steamer and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Undersigned, before their Bills of Lading can be countersigned, and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, "Shire" Line.

Hongkong, 4th February, 1907.

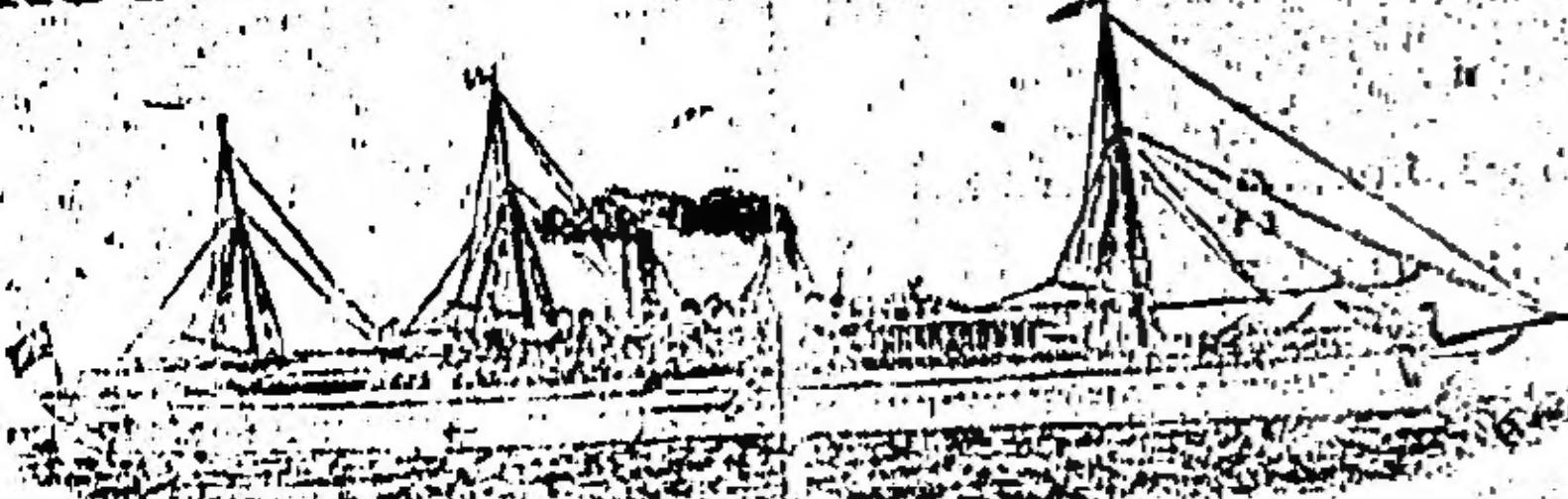
[200]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CE

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER	(Subject to Alteration).
"EMPEROR OF INDIA"	6,000.....	THURSDAY, February 14th.....	March 4th	
"ATHENIAN".....	3,82.....	WEDNESDAY, February 20th.....	March 16th	
"MONTEAGLE".....	6,163.....	WEDNESDAY, February 27th.....	March 23rd	
"EMPEROR OF JAPAN".....	6,000.....	THURSDAY, March 14th.....	April 1st	
"TARTAR".....	4,425.....	WEDNESDAY, March 27th.....	April 20th	
"EMPEROR OF CHINA".....	6,000.....	THURSDAY, April 11th.....	April 29th	
"EMPEROR" steamers will depart from Hongkong at 4 P.M.				

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN) KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, the through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... 14 St. Lawrence Co. Ltd New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) extend to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to Europeans, Officials in the Service of China and Japan Governments.

For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Hongkong, 1st January, 1907.

CORNER PEDDER STREET and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	YOUNGSANG *	FRIDAY, 8th Feb., 3 P.M.
MANILA.....	YOUNGSANG *	FRIDAY, 8th Feb., 4 P.M.
SHANGHAI.....	CHOYSANG *	SATURDAY, 9th Feb., 4 P.M.
These Steamers have Separate accommodation for First-class Passengers, and are fitted throughout with Electric Light.		
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtsze Ports.		
For Freight or Passage, apply to		

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th February, 1907.

CHINA NAVIGATION CO., LIMITED.

STEAMERS

		TO DATE
CEBU and ILOILO	KAIFONG *	7th February, 4 p.m.
AMOY, NINGPO and SHANGHAI.....	TAMSUI *	8th "
SHANGHAI.....	YOCHOW *	11th "
MANILA, ZAMBOANGA, PORT DAKWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN *	11th "
YOKOHAMA and KOBE.....	TSINAN *	12th "
MANILA.....	TAMING *	12th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers in through routes for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

5th February, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI.....	2540	R. Almond.....	MANILA (DIRECT)	FRIDAY, 8th Feb., at 5 P.M.
ZAFIRO.....	1540	R. Rodger.....	"	SATURDAY, 10th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th February, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Arrival The end of January.

"LOWTHER CASTLE".....

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

By the new steamers "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other, it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

SCANDIA 10th February.

HABSBURG 3rd March.

RHENANIA 1st April.

HOHENSTAUFEN 30th April.

SILESIA 31st May.

SCANDIA 30th June.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SILESIA * 15th February.

SAMBIA 22nd February.

SAXONIA 29th March.

SCANDIA 29th March.

BRASILIA 5th April.

HABSBURG 29th May.

HOHENSTAUFEN 29th May.

* Call at Lisbon.

[13]

Intimation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, my effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well tried out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong.

THE "SHELL" TRANSPORT AND TRADING CO. LTD.

(Continued from page 5.)

The new company are to issue to the vendor companies as part consideration for the sale, fully paid ordinary shares to the nominal value of ten millions sterling, 6 per cent. of these shares being issued to the Royal Dutch, and 40 per cent. to the Shell Company. The assets of the Royal Dutch and the Shell Company are to be transferred to the new company free from all encumbrances. All cash and cash investments outside the business belonging to the Royal Dutch Company and the Shell Company, and all book debts, and other amounts due, or to become due to these companies, in respect of any period prior to January 1, 1907, are exempted from the sale.

Notwithstanding that each of the vendor companies is to discharge all its own liabilities as on December 31, 1906, special exception is made in respect of certain liabilities of the Shell Company, and of the Nederlandse Indische Industrie en Handel Maatschappij which are agreed as amounting on December 31, 1906, to £85,000, and this is to be liquidated in the following manner:—The new company is to pay to the Shell Company interest at the rate of 5 per cent. per annum on this amount by applying one-half of all dividends received by it from the new company in excess of £15,000 per annum in respect to the first ten years working, until the amount of £85,000 is wiped out, but should the dividends received from the new company in this form not suffice to extinguish that sum during the first ten years, the new company is to itself discharge out of its share of the profits of the new company remaining at the expiration of that period. The new company takes over at agreed prices the whole of the stocks and materials belonging to both companies, as any outstanding policies of insurance or assurance. The new company will indemnify both the Shell Company, Messrs. V. Samuel and Co., and the Royal Dutch Company in respect of any consequences arising through any breach of the agreements under which the properties are held. Notwithstanding that the power of the management of the business will be in the hands of the Royal Dutch, it is expressly provided that no further capital is to be erected or issued, and no fresh parties shall be admitted as shareholders except with the consent of four-fifths of the directors. It is also provided that in the event of the liquidation of the new company, or its sale as a going concern at any time before Jan. 31, 1932, notwithstanding that the shares are held in different proportions, the net proceeds up to an amount of nine millions sterling shall be divided equally between the Royal Dutch and the Shell Company, and the balance only to be divided in the proportion of the shares held by each company. As a consideration for giving the Royal Dutch the practical control of the business, it is expressly provided that for a period of ten years from Jan. 1,

interests of their shareholders but to recognise that as their supplies of oil are obtained from territory under Dutch jurisdiction, it is sounder policy to amalgamate those interests with those of other Dutch producers enjoying the confidence and aid of their Government, and I therefore ask you to pass the resolution, which we have invited you to, authorising your directors to take all the necessary steps to complete the amalgamation with the Royal Dutch Company.

Mr. Jardine seconded the resolution.

A shareholder: May I ask what will be the position of the preference shareholders as to capital? Do they retain the same preference as to capital they have now?

The Chairman: Exactly the same. The Shell Company remains, you know, as a standing concern; only they become a holding company, with all their stock in the other companies. I think the position of the preference shareholders is a magnificent one under this scheme, although I am a very large holder of the ordinary shares. We have paid special attention to the preference shareholders.

A Shareholder: Would they hold simply on the shares of the new company? They would not have a direct hold on the assets?

The Chairman: They will have as much as they have now. The preference shares are a perpetual charge. They are not liable for repayment. But in case of liquidation yes.

A Shareholder: May I ask if the preference shares have a first charge on the assets of the two combined undertakings in perpetuity?

The Chairman: No, they have not; only on the Shell Company's shares.

The resolution was carried unanimously with cheers.

A hearty vote of thanks to the chairman and directors was passed.

The Chairman: We have to thank you for the resolution which you have just passed. I may say that I am rather surprised it has not occurred to anybody to ask us what the financial result this operation will be. We have circulated, as we promised we would, the balance-sheet of the Royal Dutch Company, and I think any business man will agree, with me that it is a very remarkable one. You will see that they have written down the bulk of their assets to an absolutely nominal amount, and they show, after doing that, and writing off in a way which I do not think any British company would ever dream of doing, a divisible balance of £10,000,000, or £5,000,000. The Shell Company, as you are aware, distributed last year among their preference and ordinary shareholders £150,000, so that, whichever way you look at this, it is most excellent business for the Shell Company, and, as I have said before, I think it will prove equally so for the Royal Dutch. That the combined companies have before them a period of great prosperity I have not the slightest doubt; and I quite agree with Mr. Dotmeijer, and I shall be very disappointed with the results if the Shell Company will not be able to pay permanently much higher dividends than they have paid up to now. (Applause.)

The proceedings then terminated.—L. & C. Express.

Shipping.

Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th Feb.—Manila and Feb. Gen.—S. T. & Co.
Loongsang, Br. s.s., 1,002, A. G. Smith, 4th Feb.—Masila 1st Feb., Gen.—J. M. & Co.
Wakasa Maru, Br. s.s., 3,884, A. Christensen, 4th Feb.—Shanghai 1st Feb., Gen.—N. Y. K.
Fri. Nor. s.s., 860, C. Warle, 4th Feb.—Sarawak 1st Jan., Sugar.—Aagaard, Thoresen & Co.
Newton Hall, Br. s.s., 2,675, H. C. Hostler, 4th Feb.—Penang 18th Dec., 1906, Coal.—Admiralty.
Schuykill, Br. s.s., 1,860, Anderson, 4th Feb.—New York and Amoy 3rd Feb., Kerosene, B. O. Co.
Hangang, Br. s.s., 1,316, S. Wilde, 5th Feb.—Canton 4th Feb., Gen.—J. M. & Co.
Haiyan, Fr. s.s., 377, L. Andersen, 5th Feb.—Pahoa 2nd Feb., and Holbow 3rd Gen.—A. R. M.
Monmouth, Br. 1st-class cruiser, 9,800, J. A. Toke, 5th Feb.—from Mits Bay.
Haimun, Br. s.s., 616, A. J. Robson, 5th Feb.—Swatow 4th Feb., Gen.—D. L. & Co.
Taishan, Ch. s.s., 1,216, R. Stephen, 5th Feb.—Canton 5th Feb., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Questa, for Saigon.
Sekumut, for Mol.
Fukushi Maru, for Swatow.
Kaga Maru, for Shanghai.
Nippon Maru, for Shanghai.
Michael Seben, for Haliphong.
Tsun, for Manila.
Lerther Castle, for Shanghai.
Loch Sun, for Swatow.
Chewia, for Swatow.
Hangang, for Swatow.
Amigo, for Pahoa.
Monmouthshire, for Shanghai.
Hutan, for Holbow.

Departures.

Feb. 5.
Oceania, for Europe.
Australia, for Shanghai.
Nippon Maru, for San Francisco.
Yingchow, for Saigon.
Thalma, for Rangoon.
Pelus, for Saigon.
Antelope, for Holbow.
Seaway, for Canton.
Sekumut, for Tacoma.
Kaga Maru, for Seattle.
Tsun, for Manila.

Passengers arrived.

Par. *Haimun*, from Swatow—Rev. Father Stephan, Mr. Sims, and 107 Chinese.
Per *Loongsang*, from Manila—Lieut. J. K. Seymour, U.S.M., and Mr. N. T. Rasmussen.
Per *Rubi*, from Manila—Mearns, B. Litchfield, Mr. Murilo, Mr. and Mrs. Holliday, Mr. and Mrs. G. Gould, Mrs. J. S. Day, Mr. and Mrs. Gale and child, Miss E. Van Vleet, Mrs. W. L. Boraham, Mr. L. Warner, Miss E. Forbes, Mrs. F. H. Thompson, Lieut. C. V. Owens, Lieut.-Comdr. H. George D. L. Moss, Mr. and Mrs. W. O. McIntire, Mr. and Mrs. Parkhurst, Mr. D. Stevens, 14 Chinese, and 4 Japanese.

Shipping Reports.

Sir. *Haiyan* from Swatow—Moderate NE, fine and clear.

Sir. *Loongsang* from Manila—Moderate NE monsoon.

Sir. *Rubi* from Manila—Moderate monsoon, fine clear weather.

Vessels in Port.

STEAMERS.

Anara, Br. s.s., 1,361, Mattock, 1st Feb.—Saigon 27th Jan., Rice—J. M. & Co.

Amigo, Ger. s.s., 821, Baltzen, 4th Feb.—Pahoa 1st Jan., and Holbow 2nd Feb., Pigas and Gen.—J. & Co.

Chaochang, Br. s.s., 1,216, S. J. Payne, 3rd Feb.—Saigon 28th Jan., Rice—J. M. & Co.

Chowse, Ger. s.s., 1,055, P. Hermel, 28th Jan.—Bangkok 18th Jan., and Swatow 17th, Rice and Wood, &c.—B. & S.

Draufur, Nor. s.s., 1,102, J. Bling, 1st Feb.—Bangkok 23rd Jan., Gen.—N. Y. K.

Empress of India

Peng Fei

Portuguese

Victoria and Vancouver, (B.C.)—Per *Empress of India*, 28th Feb.

Wain

Yangtze

Fritjof

Aldecoa

Z. V. de Aldecoa

Francesca

Francesca

Gloria

Imperial

Isabella

Italia</

Mails.



MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA".

Captain G. L. Daniel, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 9th February, 1907, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia due in London on 23rd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

S.S. "SIKH" ... 9th February.
S.S. "MUNCASTER CASTLE" ... 12th March.

S.S. "LOWTHER CASTLE" ... 21st March.
This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further Information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th January, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE,
VIA JAPAN PORTS
(KARATSU, KOBE and YOKOHAMA).

THE Steamship

"KASATO MARU" 6,000 tons,
Captain W. C. T. S. Filmer, will be despatched at above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further Information, apply to
R. MATSDA,
Manager,
York Building,
Hongkong, 27th December, 1906.

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case, Qts.	One Case, Pts.	
COGNAC	321.50	—	19.00
	16.00	—	16.00
WHISKY, PALL MALL	19.00	—	19.00
JOHN WALKER	12.00	—	12.00
C. P. & CO.'S SPECIAL BLEND	10.00	—	10.00
PORT WINE, INVALIDS	19.00	—	19.00
DOURO	13.00	—	13.00
SHERRY, AMOROSO	19.00	—	19.00
LA TORRE	15.25	—	15.25
BENEDICTINE, D.O.M.	38.50	40.50	—

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,
HONGKONG AGENTS.**

Hongkong, 16th November, 1906.

ACHEE & CO.
ESTABLISHED 1850

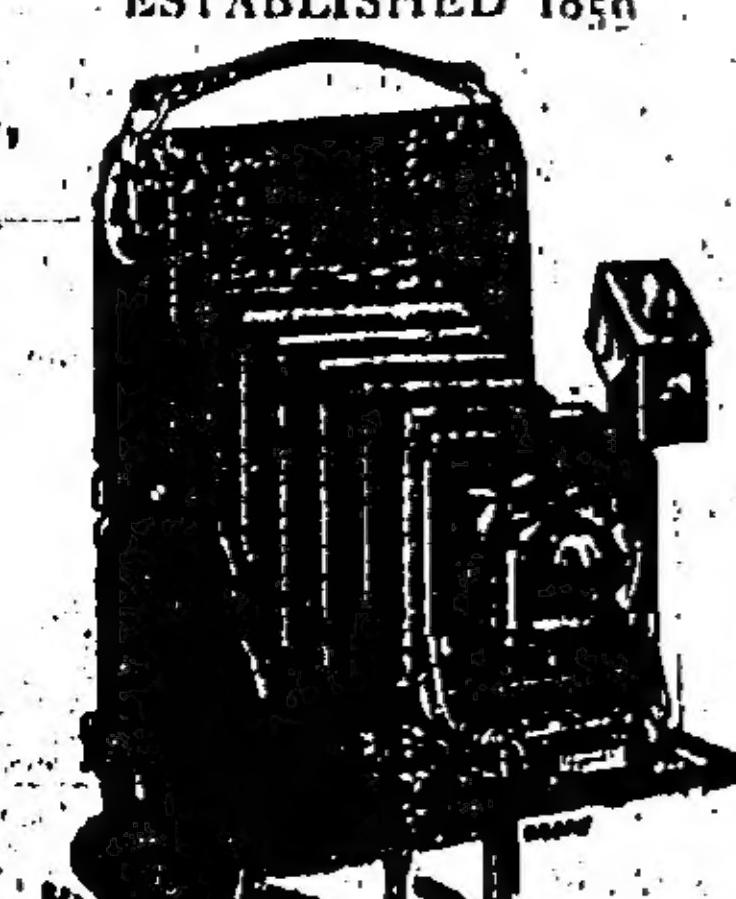
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

&C. &C. &C.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 51.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTEATION, BASED ON EAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000 \$12,735	\$1,712,472	\$1.15/- @ Ex. 2/14 = \$16.47 for first half-year 1906	5 %	\$16 sellers London 1/18
National Bank of China, Limited	10,025	\$7	\$6	\$10,000	\$74,099	\$2 (London 3/6) for 1903	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	68 %	\$205 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$10,000	\$2,792,371	Interim div. of 4 3/4 for 1905	5 %	\$180 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$10,000 \$33,131 \$33,644 \$6,000,79	\$508,334	\$12 and \$3 special dividend for 1904	91 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,010	\$344,098	\$6 for 1904	64 %	\$97
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,20,928	\$422,618	\$25 for 1904	64 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,618	\$6,563	\$1 1/2 for 1905	71 %	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$130,000	Nil	\$4 for year ended 30.6.1906	71 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$100,000 \$144,386	\$3,464	\$1 for 1st half-year 1906	64 %	\$30
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$10,000 \$3,099	\$2,452	10/- @ ex. 2/14 = \$16.47	51 %	\$86
Shanghai Tug and Lighter Company, Limited	100,000	\$10	\$10	Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 60 sellers
Do. (Preference)	100,000	\$1	\$1	\$4,444	\$107,815	Interim div. of Tls. 1 1/2 for 1906	68 %	Tls. 100 buyers
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$65,000	3218	1/- (Coupon No. 7) for 1906	51 %	\$30 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,98,000 \$105,478	Tls. 13,913	1/- (Coupon No. 7) for year ending 30.6.1906	34 %	\$20 buyers
Taku Tug and Lighter Company, Limited	10,000	\$10	\$10	\$10,000 \$18,000	\$8,915	Interim div. of Tls. 2 account 1906	81 %	Tls. 49 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000	\$10,914	Final of \$15 making \$25 for 1905	191 %	\$131
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	None	Tls. 32,588	\$1 for 1907	51 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	\$10	\$10	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	51 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	\$110,000 \$20,013	\$12,546	Final of 1/- (No. 7) making 2/- for year ended 28.2.06	6 %	Tls. 1120 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	None	Dr. 6,8745	Interim of 50 cents for account 1906	11 %	G. \$9
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	...	No. 12 of 1/- = 48 cents	...	\$81 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	64 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$6,260	\$20,040	2 1/2 for a/c 1906	64 %	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	81 %	\$143 ss. and s.
New Amoy Dock Company, Limited	10,000	\$68	\$68	\$188,000	\$2,221	\$1 for 1905	81 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	71 %	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 57,065	Interim div. of Tls. 8 or account 1906	51 %	Tls. 243 ss. and s.
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	None	Tls. 5,668	Tls. 243 buyers
Vangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 18 for 1905	...	71 %	Tls. 235 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	None	...	First year	81 %	Tls. 105 ss. & b.
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	...	\$3 for year ended 30.6.06	134 %	\$18 sellers
Central Stores, Limited	50,000	G. \$10	G. \$10	None	...	\$40 on \$12 for 1905	...	\$161 buyers
Do. (new issue)	24,000							